ter, bearer of dispatches.

In the steemship North Star, from dspisacoll—J. A. Hagerman, Mis. C. Haslin, G. Resfleid, lady and child, H. A. Charles, W. D. Kenny, Adams & Co.'s measurer, E. B. Charles, W. D. Kenny, Adams & Co.'s measurer, E. B. Merse, Lieut, J. Hamitton, Rev. J. Morgan, N. W. Fuller, J. M. Hutchinson, Wells, Farso & Co.'s measurer, E. M. Hutchinson, Wells, Farso & Co.'s measurer, Madams J. M. Hutchinson, Wells, Farso & Co.'s measurer, Madams J. M. Hutchinson, Wells, Farso & Co. Hamitton, W. W. Manger, M. Wallace, H. Debring, J. E. Joy, D. Laurie, J. W. Sanger, M. Wallace, H. Debring, J. E. Joya, F. W. Sanger, M. McKinnee, G. Galentine, Thos. Lamb, McZiroy and lady, J. McKinnee, G. Galentine, Thos. Lamb, Mr. Berling, L. Whitting, M. M. Haller, C. Ol. Chutty, mail agent, Mr. Berling, L. Whittingbam, Hiseliey & Co.'s measurer, A. Lassis, Mr. Brenne, Labon, Mr. Brenne, J. Summerfield, R. Myer, C. W. Jessup, John S. Ball, W. Nelson, L. Day, J. W. Martin—and 120 others in the steerage.

Iteerage.

In ably Senator from Lierrpool—Capt August Starock, lady and 5 children; Mrs. O Jacobe and 2 children, dits. A. Otto Klamroth, Mr. Florian Kleutjer.

MARINE JOURNAL.

PORT OF NEW-YORK October 11.

Arrived.

U. S. M. eteamship Union, Adams Havre Sept. 27 and Cowte Sept. 28, mdee and pa sengers to Mortimer Livingston. Sept. 29, lat. 49 ion. 10 is, pased ship Huron, bound gast. Saturday, 11.50 P. M., lat. 44, lon. 50 40, passed a wreed, apparently a bark of 350 tors, totally dismasted and abandomed; spare lying alongside; painted black with white monkey-rail, supposed to be loaded with lumber; blowing strong from the weatward at the time. Died at Havre, Sept. 24, of typhns fever, William Sherbert, expenier. Out 6 3 P M. Cape Race bearing N. W. distant 55 miles, fine-weather but hazy, saw no vessels of any description is sight.

Ship Lebanon, Story, Newport, Wales, 41 days, iron and 41 passengers to Gordon & Talbot. Sept. 22, lat. 46 lon. 52, spoke bark Huron, (Br., from Bristo). Eng. for Quebec; took from her 15 persons belonging to the steamship Arctice, lost of Cape Race. The L. has experience-Bleavy gales on the passenger. Ship Senator, Coffin, Liverpout Expt. 4, mdes. and 300 passengers to Slate & Co.

Ship Roce Standish, (of Boeton.) Patton, Shanghai 168 days, and 160 days from Anjier, ten to odder.

Bark Venne, Atkins, Burscon Sept. 21, hides, goot skins, &c., the G. spoke bark Undine. (of Bath), steering westward.

Bark Venne, Atkins, Burscon Sept. 21, hides, goot skins, &c., to Beonen, Graves & Co. The V. has experienced N. E. gales and calms the entire passage. Left Curacoa 16th Sept. On Beaving the harby, got in shore on the reef, and carried away the reader as d all the rudder braces. Left Curacoa 16th Sept. On leaving the harby, got in shore on the reef and carried away the reader as d all the rudder braces. Left Curacoa 16th Sept. On leaving the harby, got in shore on the reef, and carried away the reader as d all the rudder braces. Left dashore 20 hours, and get of after discharging cargo. Put on temporary rudder, braces and fashed the rudder braces. Left Curacoa 16th Sept. On leaving the harby, got in shore on the reef, and carried away the reader as d all the rudder braces. Left Curacoa 16th

Our Agents. Mesers Carette & Rockwell, No. 1 North Broadway, Yox-

First Evening Edition.

WEDNESDAY AFTERNOON, 2 O'CLOCK.

THE LOSS OF THE ARCTIC.

FURTHER PARTICULARS.

We gave in our Morning Edition of to-day the distressing intelligence of the loss of the Collins Steamship Arctic, which occurred in consequence of a collision off Cape Race. We now publish such additional news as we have been enabled to gather from the persons who were saved and arrived at this port in the ship Lebanon:

Copy of a dispatch from Halifax to E. K. Col

HALIFAX, Wednesday morning, Oct. 11, 1854. No intelligence has been received of the missing beats of the Arctic. In addition to the brigantine Ann Eliza, dispatched by Messrs. Warren Brothers, under an arrangement with the American Consul, and other vesse's, we are happy to state that the Rt. Rev. Dr. Field has placed his yacht Hawk at the disposal of Mr. Newman, who lost no time in engaging a crew and fitting her out for sea.

She left at 1 o'clock P. M. yesterday, with instructions to cruise for six days, to the southward of the island. It was generally expected that Mr. White, of the New-York, Newtoundland and London Telegraph Company, would have dispatched the Company's steamer Victoria to cruise for the missing boats.

The steamer arrived from the westward on Monday evening and remained at the Company's wharf until yesterday at noon. We understand the reply to Mr. Newman's application for her was that she sould be about 200 tune.

MR. BAAHLAM'S STATEMENT.

The following statement of the loss of the Arctic by Mr. Baalham, the second officer, appeared in an extra of The Ledger on Tuesday. Mr. Baahlam and the other officers, crew and passengers saved in the two boats arrived at Broad Cove, and reached here en

Tuesday: On Wednesday, 27th, at noon, Cape Race bearing N. W. 65 miles dietant, while running in a very thick fog, were struck on the starboard bow about 60 feet abaft the cut-water by an iron steamer, which made three large holes in the ship, two below the water, one of which was about 5¹/₂ feet in length and 1 or 1¹/₂ feet wide, leaving the whole cutwater and stem of th iron steamer clean through the Arctic's side-so dense was the fog that the vessel could not be seen a minute

before the collision.

The wheel was put hard to starboard; the enterpred instautly, and backed at full speed until char of the other steamer, which occupied a cougle of minstes. The French steamer seemed to be sinking, bow

Capt. Luce immediately gave orders to clear away the quarter-boats, which was done, and Mr. Gourley, Chief Officer, left the Arctic, in charge of the ararboard boat.

On lowering the port boat the Captain exclaimed "hoist up that beat again, Mr. Baahlam;" and beckened me to go to him. Upon doing so he ordered me to go ever the bow to ascertain, if possible, what damage had been done.

I then found the holes above meutioned. Upon informing him of the facts he gave orders to get sails up and try and get them round the bow to endeovor to stop the leak, which was promptly done, but to no advantage whatever. So much of the bow and iron broken off from the other steamer projecting that the sails could not be brought close to the vessel's side.

The carpenter was then lowered down over the vessel's side, and pillows and mattresses passed down to him, to try if possible to force them in, but the iesk was found to be so far below the water that they could not be got in, and every exertion to stop the leak proved unavailing.

Capt. Luce then ordered the ship's head to be kept

for land, which bore N. W. by W. By this time w had lost sight of the chief officer's boat and the other steamer. which we supposed had sunk.

We had not been on our course more than four or five minutes before she ran over a boat and crew belonging to the other vessel, all of whom perished with the exception of one who caught hold of a rope hanging over the bow. Directly the boat was seen orders were given to stop the engine, which the chief engineer said could not be done as the ship was fast sinking. In about 30 minutes all the lower fires were out, and at least three feet water in the ship, fore and

By this time the confusion among the passengers

was very great, but they used all efforts to assist the crew in keeping the deck pumps going, and in light-ening the ship forward for the purpose of endeavoring to get at the leak from the inside, which was found to be useless, and numbers of them going into the beats, which were still hanging to the davits.

In forty-five minutes after the collision I came up from the fore-hold and informed the Captain that the water was on a level with the lower deck beams, and that it was impossible to get at the leak. I then asked him what he thought would be the fate of the ship, when he stated his belief to me that there was no hope of saving her. He then told me to see to my

On going to those on the port side I found them completely filled with men, women and children, and no possibility of getting near them. I immediately went to the starboard side and ordered two of the crew to lower the guard boat, and asked the captain

what were his intentions.

He replied that "the ship's fate should be his. then asked him if he would not allow his son to go as I intended to take a boat, but he returned me the answer that "he should share his fate."

It was soon discovered that there was no hope of saving the Arctic, and the lady, daughter and son of Mr. E. K. Collins, with several ladies, were put on board a boat, in the act of lowering which one of the tackels gave way and all except one lady who clung to a sailor holding fast to the boat were precipitated

into the sea and lost.

I then jumped into a boat, and was ordered by the captain to cut away the tackle falls and drop under the stern. I did so, and at the same time about 20 persons, I suppose, jumped overboard, of whom 17

or 18 were picked up.

We fell in with another boat which had been love. ered from the other side, and lightened her of part of her complement, leaving 19 in her and 26 in my own boat. The last sight we had of the ship, her guards were level with the water, and the surface of the sea was strewn with human beings, who had jumped or fallen overboard, to whom, however, it was impossible to render any assistance, and we soon lost sight

of all, as the fog continued to be very dense.

I then asked the boat's crew whether they were willing to be governed by me, which was unanimously assented to, and I was put in complete command of both boats. We were then about sixty miles south-east of Cape Race. Deeming it my duty to take the nearest course for the safety of all, after pulling for 40 hours with nothing to guide us but the run of the sea, which I took to be heaving from the southward, and in a thick fog, which lasted all the time, we reached Broad Cove, some 12 miles

north of Cape Race.

We then proceeded by land to Renews, which we reached on Friday last. I there obtained and took charge of a small schooner which was hired by the

Purrer and myself, and proceeded immediately in search of the wreck or the boats. We cruised round in a strong gale of wind from the north-east, but discovered no trace of the ship or bosts. I sent word to Capt. Leitch of the City of Philadelphia (steamer,) acquainting him with the catastrophe, and I am informed he sent off two vessels, which he had employed about his own ship. Mr. Allan Goodridge of Reveros also sent away a vessel on Saturday evening. It is with the deepest regret I have to report that no trace of the Arctic or the boats could be found; but as there were many vessels in the neighborhood where the disaster occurred, it is not at all improbable that many lives may have been saved. No doubt, however, is left in my mind as to the tetal loss of the Arctic.

LIST OF THE SAVED.

LIST OF PASSENGERS .- Mesers. Ward, Dupasn F. T. De Macryn, W. A. Young, W. Gibson, Jr., W. W. Gilbert, W. P. Rathbone, H. Moore, E. J. Mitcheleia, T. Hennesy, J. McMath, Geo. Dowds, E. M. Juss, J. Bogart, C. Du Lacnit. List or Crew.—John L. Crib, Purser: William

Bashlam, Second Mate; Mark Graham, Fourth Mate; John Deignor, First Assistant Engineer; David Reed, Boatswain's Mate, and the following firemen: Allan, Weeks, Lyon, Davis, Humphreys, Tupper, Page, Jones, McGee, McRath, Blake, Jenkins, Smith, Thomas, Fleming, Bailey, Carpenter. Fore-men: Messrs. Cannon, Egan, Larkin, Mahin, Mercer. Harowick, a bedroom servant; and Wadding-

ton, Kaal and Baker, waiters.
(Signed) WM. BAAHLAM. Second Officer Arctic.

MR. THOMPSON'S STATEMENT.

From the statement of Mr. Thompson, who arrived in the Lebanon, it seems quite probable that the number saved may be greater than reported. Six boats left the Arctic, and there is good reason to hope that some of them reached shore or were picked up, besides the one containing him.

The life-boats would contain about 150 persons,

further possible that many of the persons who got upon the raft were taken aboard of her and may have been saved.

The boat which contained the engineers left the Arctic at an early stage, and as they had only about forty miles to make, it is quite probable they were able to reach the shore.

Mr. Burns states that Mahlon Day, wife and daugh-

ter, of this City, were among the lost. He says he saw the Arctic go down, and Mr. Day and family were on board. Mr. Burns had previously given Mr.

Day his life preserver.

The Arctic was under strong headway, and struck the steamer with great force.

WHAT SHIP STRUCK THE ARCTIC! It has been supposed that the ship with which the Arctic came in collision was the screw-propeller Charity, bound from Liverpool for Quebec, but as that vessel arrived at that port on the 4th inst. it is impossible she could have caused the loss of the Arctic. We find, however, that the Cleopatra, Capt. Salt, of the same line, sailed from Quebec on the 23d uit. from Liverpool. It was undoubtedly this vessel that was engaged with the Arctic in this dreadful collision.

DEPARTURE OF THE SEVERTY-FIRST REGIMENT.—
A few minutes before the arrival of the Governor-General at the Legislative Council Chamber to give his assent to the Reciprocity bill, the 71st Regiment passed, precaded by the band of the 26th Regiment en route for embarkation in the steamehip Cleopatra, which is to carry it to England. The scene was thrillingly imposing an immense crowd was assembled and as "Auld lang" syne" died upon the ear the departure of the 71st, than which a finer regiment is hot in the British cervice, produced a sorrowful sensation. The 71st have conducted themselves well and were in Gensequence general favorites with all classes.

The Cleopatra with the 71st on board steamed out of the harbor yesterday about mon.

Press The Quebe Calesiat, Sept. 35.

DEPARTURE OF TROOPS.—Four companies of the 71st Regiment embarked on Saturday afternoon on board the steamehip Cleopatra for Liverpool. The remainder of the corps will proceed in the next steamer. From The Quebe Observer, Sept. 25.

STATEMENT OF MR. BURNS.

The steamship Arctic, with 226 passengers, exclusive of children, 175 employés, a valuable cargo, and heavy mail, is lost. Of the more than four hundred souls who left Liverpool on the 20th ult, full of hope, gaiety and health, many returning from an European tour of pleasure, only thirty-two are known to have been saved, and certainly not more than one hundred

can, by any possibility, have escaped a watery grave.

In addition to all this, another large steamer, freighted with hundreds of human beinge, has in all probability met a like fate. The details of the horrible dieaster are as follows:

On Wednesday, Sept. 27, precisely at 19 o'clock M. in a dense fog, we came in cotact with a bark-rigged

iron propeller, with black hull, salmon-colored bot-tom, lead-colored poop and boats, and black pipe. She was bound eastward, and had all sail set, with a strong fair wind. The speed of the Arctic at the time was about thirteen knots an hour. The shock to us appeared slight, but the damage to the other vessel was frightful. Capt. Luce instantly ordered the quarter boats cleared away, and the chief mate, boatswain and three sailers went to her relief: before other boats lefe, the order was countermanded. The Arctic then described a circle twice round the wreck, during which time I caught a glimpse of more than two hun-dred people clustered on her hurrican derk.

At this juncture it was first ascertained that we had sustained injury, and the water was pouring in at our bows. When the first officer came alongside to report, the captain was unable to take him up, but headed N. N. W. in the hope of making land. Our position on the previous day, at 12 o'clock, was latitude 48° 39', longitude 45° 27'. We had run about three hundred and ten miles from the time of this observation until the moment of collision, and were supposed to be forty miles from Cape Race. pumps were vigorously worked, but, in spite of all exertion, the engines stopped and the water extin-guished the fires. Four of the five other life boots, believed to have been well-provisioned, containing the engineers, sailors, a few passengers, and all the officers except the captain and third mate, left the ship at an early stage. The majority of the passengers were working at the pumps-some firing the signal guns, and others launching spars, under the direction of Captain Luce and Mr. Dorlan, the third mate, to form a raft.

In order to facilitate this latter work the sixth and last boat was lowered. Dorian, one or two firemen, three of the other passengers saved, and myself, were busily engaged lashing water-casks and settees to the main yard, two topgallant yards, and several smaller spars-the Captain, with a number of gentlemen, protecting the work by keeping back the crowd-when a panic seized all on board, a rush was made, passengers and firemen precipitated themselves headlong over the buliwarks on to the raft, and in a moment our little boat was full, and in imminent danger of being sunk. In this emergency, Dorian ordered the rope which held us to the steamer to be cut, and with our hands are axes we paddled from the raft's side. The mate, who throughout preserved great presence of mind, and labored with heroic energy, cried out:
"For God's sake, Captain, dlear the raft, so that we "can work. I won't desert the ship wille there's a

timer abohe water.
But the sea was now flush with the dead-lights. In less than three minutes from the time he spoke, the stern sunk-the foam went boiling over the tumbling heap of human beings-many were dashed forward against the pipe. I heard one wild yell, (still ringing in my ears) and saw the Arctic and the struggling mass rapidly engulphed. Numbers yet clung to the imperfectly constructed raft; but, alas, we could render them no sid. Our own situation was no less precarious; and, cruel as it seems, we were forced to abandon them to fate. Heaven forbid that I should ever witness such another scene. We however picked up two more men, and then, with an over-loaded boat, without oars, tholepins, food or drink, avoiding with difficulty the fragments of the wreck, and passing many dead females, prepared for a night upon the o'cean. We secured a floating pumpkin and cabbage to guard against immediate starvation, lashed a spar to the prow of our boat to keep her head to the wind and sea, and thus drifted until daylight; the night was cold an foggy, with a heavy swell, and, in a cramped drenched and half-naked condition, we suffered terribly.

Without dwelling upon our miseries, alleviated much by the consciousness that had endeavored to do our duty to our fellow men, suffice it to say that at 5 o'clock on the afternoon of the 28th we espied a sail, and raised a handkerchief to attract attention. We were successful. With the rude substitute for oars which we had constructed during the day by laching plank to capstan bars, with a view of attempting to gein land when the sea subsided, we pulled toward the ship. On our way we passed the remnant of the raft, with one man on it apparently alive.

The bark proved to be the Huron, of St. Audrews, N. B., Capt. A. Wall, bound for Quebec. Our men safe on board, the noble-bearted Dorian, with some of the Huron's crew, returned to the raft and rescued the poor feilow who for twenty-six hours had clung to the spars. He states that after the steamship sunk, he counted seventy-two men and four women on the raft, out at 8j o'clock he was the only one alive. In the morning two bodies were beside him, much esten by fishes, and at the time he saw our boat he was on the point of voluntarily dropping into the sea to end his agony. Coming from the raft Defian encoun-tered and examined the life-car of the Arctic. It contained a bettle of water, some cheese and a lady's

Mr. Thompson thit is the steamer with which the Arctic came in collision was a Quebec steamer bound for Liverpool, and that she did not go down. It is further possible that many of the many of the came in collision was a Quebec steamer bound for Liverpool, and that she did not go down. It is By the humane captain of the Huron, and Mr. Welin hopes of falling in with the remainder of the boats. But his endeavors were fruitless. On the evening of the 29th, he spoke the ship Lebanon, Capt. Story, be 29th, he spoke the snip Lebanon, Capt. Story, bound for New-York, by whom eighteen of our number were taken off, kindly welcomed and well treated. We have this moment reached New-York, by pilot-boat Christian Berg, No. 16, to which we were transferred from the Lebanon, and to the crew of which

we are under great obligations.

The fate of the propeller and our five boats is unknown. If the steamer was, as I have reason to think, the Charity, frem Montreal to Liverpool, she is, I believe, built with water-tight compartments, or bulkheads, and will float, notwith tanding the damage to her bow- The fact that a boat left her, which was capeized by our paddles, angure ill for her buoy. ant condition, though Captain Wall, of the Haron, on the morning of the 28th saw a singular-looking craft far to leeward, but was unable to tell whether she was a steamer or sailing vossel. He says she had a nondescript appearance, and may have the wreck of the propeller. The following is a list of those saved in the sixth boat:

the wreck of the propeller. The following is a list of those saved in the sixth boat:

TAKEN TO QUEBEC BY THE HURON.

JAMES ABRY, ship's cock.

LUXE MCCARTHY, fireman.

JOSEPH CONNOLLY, fireman.

RICARD MARAN, fireman.

THOMAS CONROY, dreman.

JAMES CONNOR, fireman.

JAMES CONNOR, fireman.

JOHN DRURY, rreman.

CHRIST, AN MORAN, fireman.

THOMAS WARD, fireman.

THOMAS WARD, steman.

THOMAS WARD, fireman.

ARRIVED AT THIS PORT IN THE LEBANON,

EDWARD BRIAN, fireman.

FATRICK MAHON, fireman.

PATRICK CAET, fireman.

PATRICK CAET, fireman.

PATRICK CAET, fireman.

DOBBIN CARNAGAN, fireman.

THOMAS GARLAND, fireman.

DOBBIN CARNAGAN, fireman.

THOMAS GARLAND, fireman.

DOBBIN CARNAGAN, fireman.

THOMAS BRENNAN, Assistant Engineer.

JOHN CONNOLLY, Engineer's Steward.

JAMES CARNAGAN, foreman.

HENRY JENNAGAN, porter.

MICHAEL MCLOWOHLIN boy,

PETER MCCABE, (picked of the raft.) waiter.

WM NICOLLS Treaco. Scilly laised, passenger.

JAMES THOMPSON New Oriense, passenger.

JAMES THOMPSON New Oriense, passenger.

Capt PAUL F, GRAM, New York, Indied officer.

NAMES OF PERSONS KNOWN TO BE IN THE

The five boats which may have reached land or been bicken up, are known to have contuined—

Br. GURLEY, Five Officer.

THOMAS WILDE Boats wain.
Mr. BAAHLAM, Second Officer.
Mr. MOORE, New-York, passenger.
Mr. MOORE, Chief Bagineer.
Mr. DROWN, First Amstant.
Mr. WILERT Third Assistant.
Mr. WILERT Third Assistant.
DANIEL CONNELLY, Fireman.
JOHN MORAN, Fireman.
JOHN FLANAGAN, Eirsman.
PATRICK MCCAULEY, Fruena.
Mr. KELLY, Engineer.
Mr. KELLY, Engineer.
Mr. TIMPSON, Engineer.

and a yourg man named Robinson, under instructions in the engineer's department, beside saliors and quar-

in the engineer's department, beside sailors and quartertermasters.

Among those whom I last saw on the quarter-deck,
while fastening life-preservers on the females, and
who must have sunk with the ship or perished on the
raft, were Capt. Luce and son. Mrs. E. K. Colins.
Master Coit Collins, Miss Collins, Mr. Brown and
family, (see nection of the senior of the firm of Brown,
Shipley & Co., Liverpool:) Mr. Thomas, importer of
hosiery, New-York: Mr. Adams. Brooklyn: Mr.
Bower, Cincinnati; Mr. Charles Springer, Cincinnati;
James Muirhead, Jr., Petersburg, Va.: Mr. Hewitt,
Mrs. Hewitt and danghter, Fredericksburg, Va.:
Mrs. Hewitt and danghter, Fredericksburg, Va.:
Mrs. Hewitt and danghter, Fredericksburg, Va.:
Mrs. Hoodgood, New-York: Mr. Ysaki, Mr. Schmidt, Miss
Murton, Falmouth, England, and a nephew of Mr.
Bloodgood, hotel-keeper, Philadelphia, residing in
Albany: the Duke de Grammont, of the French Embassy: second steward, wife and child; Annis, a colored girl, and Mary, stewardess: Mr. Jones, Mr. Petrie and lady, Stewart H-llin, Washington, D. C.; J.
Cook, Opelousas, La.: with many more whose name:
I did tot know, but whose features are indelibly imprinted on my memery.

A. Comstock, brother to the commander of the

printed on my memory.

A Mr. Comstock, brother to the commander of the Baltic, was drowned by the capsizing of a boat while being lowered.

Government dispatches frem France and England, entrusted to my care by Mr. Buchanan, I could not

The boat in which we escaped was one of Erancis spatent metalic, No. 727, from which her capacity can be ascertained, and compared with the number rescued. Respectfully,

GEO B BURNS. Adams & Co.'s Express, Philadelphia.

New York, Oct. 10, 1854.

ANOTHER ACCOUNT.

From the Courier and Enquirer.
We have in addition the following further particulars: The collision occurred about forty miles from

lars: The collision occurred about forty miles from Cape Race, during a dense fog. at about 12 o'clock at noon. The passengers of the Arctic endeavored to build a raft, but were not able to finish it. Seventy-six persons got on the unfinished raft, when it sank, and all on it were lost. Five passengers, eleven fremen, and one small boy aged about six years, escaped in boats, and were the last to leave the Arctic before she sank. They saw Captein Luce standing on the burricane deck, and saw the ship go down with Captain Luce still at his post. They then shoved off from the scene of disaster, and remained in the boats twenty-four hours, when they fell in with the bark Hero bound to Quebec. They were taken on board, and the next day the Hero fell in with the Lebanon, to which the recued were transferred and brought to Sandy Hoak, when they were again transferred to the pilot boat Christian Berg.

when they were again transferred to the pilot boat Christian Berg.

When the French propeller struck, some of her passengers cast loose a boat, jumped in and immetiately pulled for the Arctic, but before it could be he ped the boat was under the wheel of the Arctic, and swamped. None in the boat were saved. The propeller went down in four hours. It is thought that not seventy out of the 250 passengers of the Arctic were saved. Our voice is dumb before this last and most terrible of all the disasters at sea that has recently startled the ear of the public, and crushed the soils of hundreds with corrow. May God in his mercy grant that even this news may not be so terrible as now it seems to be, and that time will relieve it of many of its dark features.

FROM OUR SHIP NEWS REPORTER. The following is a list of persons taken from on board the bark Huron, left 29th, lat. 46, lon. 52, by the ship Lebanon, arrived at this port this morning

belonging to the steamship Arctic:
PASSENGERS-Wm. Nicholls of England, Henry Jenkins of California, James Thompson of New-Orleans, Capt Paul F. Grann of New-York, Goo. H. Burns of Philadelphia. Francis Derian, 3d Sfficer.

FIREMEN, &c -Peter McCabe, Michael McLaughlin, James Carnagan, Thomas Stanton, John Con nolly, Edward Brian, Patrick Mahon, Thes. Garland, Patrick Case, Patrick Tobin, Dobbin Carnagan, Thomas Brennan.

	list of the Arctie's pas-	
ngers: Mr. Dussein and friend. Mr. E. Busch, Mr. F. Henry, Mr. Grant, lady and child, Mr. T. E. Jones, Mr. J. G. Smith, Miss Jane Murton, Mas Smith, Mr. W. B. Brown and lady, Mr.	Mr. J. Barrill.	ľ
Mr. E. Busch,	Mr. J. Barrill. Mr. Hilger and friend.	ľ
Mr. F. Henry, Mr. Grant, lady and child.	Mr. Hiller and freed, Mr. Hollab, Mr. Niven, Mr. C. St. John, Mr. H. Moore, Mr. W. W. Comsteek, Mr. Perkins, Mr. J. Smith and ledy,	þ
Mr. T. E. Jones,	Mr. C. St. John, Mr. H. Moore.	ı
Miss Jane Murton.	Mr. W. W. Comstock,	ı
Mas Smith.	Mr. W. W. Consetten, Mr. P. Arkins, Mr. P. Smith and lady, Mr. McGiyrin & R. Madison, H. Jenkins and dog, Mr. McGiyrin & R. Madison, Mr. Warning, Capt. D. Pratt and lady, Mr. H. P. Staart, Duc de Gramment & servant, Mr. Major and friend, Mrs. Major, infant and child and Miss Brun, Mrs. Drew, Mr. J. Holbrook, Mus. Jones, Mr. J. Muirhead, Mr. Ja. Smith,	Įį.
Miss Marie Brown,	Mr. McGiyrin & R. Madison.	
Mr. C. T. Mischell.	Mr. Schmidt,	R
Mr. Beboock, Jr.,	Mr Waring, Cant D. Pratt and lady,	H
Mr. J. B. Cooke.	Mr. H P. Staart,	ł.
Mr A. Hanche.	Mr. Major and friend,	
Mr. F. Rathbone Mr. Guyacte 2 children and nurse. Mr. Bury. Mr. Bury. Mr. Day, Mr. Day and daughter. Mr. A. Stune. Mr. J. Lindsay. Mr. J. Lindsay. Mr. J. Johnsen. Mr. J. Lindsay. Mr. F. Johnsen. Mr. J. Johnsen. Mr. G. Nokese. Mr. J. Johnsen. Mr. G. B. Petrie and lady. Mr. E. Sandord. Mr. E. Sandord. Mr. S. Jeffords. Mr. G. B. Pearsen. Mr. G. B. Pearsen. Mr. G. B. Pearsen. Mr. A. B. Brown's infant and nurse. Mr. W. B. Brown's infant and	Mrs. Major, infant and child	
Mr. Burne,	Mrs. Drew,	E
M. M. Day,	Mr. J. Holbrook, Miss Jones,	ľ
Mrs aud Miss Stone,	Mr. J. Muirbead,	Г
Mr. A. Stone, Mr. Scherbler,	Mr. Barber.	ľ
Mr. H. Thomas,	Mr J. Thomsen.	ŀ
Mrs. J. Lindsay, Miss Mansey,	Mr. T. Loamirenit 3	ı
Mr. P. Johnson	Mr. Pratt,	ı
Mr. C. Petrie and lady.	Mrs. Mary Hodeco and infant,	B
Mrs Persin,	Mr. J. Freet.	Ð
Mr. B. C. Wood,	Mr. N Sherburner,	D
Mr J. Zologgi,	daughters	l
Mr. S. Jeffords.	Mr. Wisterburn,	ı
Mr. G. B. Pearson, Mr. G. S. Allen and lady.	Pr. Gwilliami	ı
Mr. Affen's infent and nurse,	Miss Mitchell,	ı
Mr. W. B. Brown's intent and	Mr H Arbuckie.	ľ
Mr. W. B. Brown's infant and a control of the contr	Man Jones, Mr. J. Murrhead, Mr. Jas. Smith, Mr. Barber, Mr. J. Thomsen, Mr. Brater, Mr. J. Thomsen, Mr. Brater, Mr. T. Loomirsuit. Mr. T. Loomirsuit. Mr. T. Loomirsuit. Mr. Sheidon, Mr. Mary Hodeon and infant, Min (Forward) Ford, Mr. J. Fryer, Mr. N. Sherburner, Mr. J. Fryer, Mr. N. Sherburner, Mr. M. Sherburner, Mr. W. Sherburner, Mr. W. Sherburner, Mr. W. Caller, Mr. W. Coop, Mr. W. Perguson, Mr. Lenour, friend, two law, dies and three children; Mr. E. Hibroner, Missa. Oarcia, Miss A. Carcia, Miss A. Law, Mr. M. Newman and son, Mr. Mr. Newman and son, Mr. Mr. McDougl and Mr. Mustard, Mr. Mr. McDougl and Mr. Mustard, Mr. Hatcher and friend, Mr. Hatcher and friend,	ı
G. McCracken.	Mr. Lenoire, friend, two le	l
Mrs. Scott.	Mr. E. Hilbroner.	ı
Mr. North.	MissA. Garcia,	ı
M. D. Yessi, A Renedict and lady.	Mrs. T. Newman and enn.	ı
C. Fabbicatti,	Mr. McDongal and Mr. Mus-	l
Dr. Dawson and lady.	Mr. McDongel and Mr. Mustard, Mr. Hatcher and friend, Mr. J. J. McMath, Mr. Ridge friend, Mr. Mayer, Mr. H. Cooke, Mr. Christians and friend, Mr. P. F. Grenn, Mr. T. Robson, Mr. O Dood, Mr. Pascre and friends, Mr. Wherey and friend, Mr. Wherey and friend, Mr. Wherey and friend, Mr. Mayer. Mr. Older and indy, Mr. Older and indy, Mr. Older and indy, Mr. Older and indy,	L
Miss Benjamin.	Mr. J. J. McMath,	ı
Mrs. Childe and daughter.	Mr. Mayer,	ı
Mbs Revel,	Mr. H. Cooke,	ı
Mrs. How and and son.	Mr. P. F Grean,	ı
Mr. F W Gale, lady and servi,	Mr. G. Dood.	ı
Mr W Bowen,	Mr. Parcre and 4 friends,	ı
Mr. Berny.	Mr. Mayer.	ı
Mim Stewart,	Mr Geiger and lady, Mr. W. Nicole and Mr. Fuss	ı
Miss Hasard, Mr. W. Barber.	Mr. W. Nicole and Mr. Puss and friend, Mrs Edgecombe and infant, Mr. Frank, Mr. F. Rhine,	E
Mr. Christie	Mrs Edge combe and infant,	ľ
Mr. H. H. Koen,	Mr F. Rhine.	ı
Mr. H. Reed	Mr. Culman, Mr. Bush and son, Mr. Henessey, Mr. Paterson, Mr. Craiz.	ı
Mr. Eggerte,	Mr. Henessey	ł
Mr. G. Guynet, lady and child,	Mr. Paterson,	I
Mr. Hewitt and lady,	Mr. G. Brown.	1
Mr. Hind and Iriend, Mr. Wallace,	Mr. Gibos.	1
Mr. Waterman,	Mr. J. Lynch and lady	ı
Mr. Ravenecroft,	Mr. Brady.	ı
Mr. S. M. Woodraff.	C. Collins New York	ı
Mr. B. Le Roy New bold. Mr. B. Le Roy New bold. Miss Bitewart, Miss Bitewart, Mr. W. Barber, Mr. C. Mr. Barber, Mr. H. H. Koen, Mr. H. H. Koen, Mr. H. H. Koen, Mr. G. G. Springer, Mr. G. Orgovet, lady and servent, Mr. G. Orgovet, lady and servent, Mr. Hewitt and lady, Mr. Hind and friend, Mr. Willaco, Mr. Waterman, Mr. Waterman, Mr. S. M. Woodruff, Mr. S. M. Woodruff, Mr. S. M. Woodruff, Mr. S. M. Woodruff, Mr. M. A. Collins, N. Y. Miss M. A. Collins, N. Y.	Mr. Paterson, Mrs. Craig. Mrs. G. Brown, Mrs. G. Brown, Mr. Bedford and friend. Mr. J. Lynch and lady. Mr. Adams, Mr. Brady, Mr. Brady, Mr. P. Cartherwood, C. Criller, New-York. Mr. J. Young.	1
		1

FOUR DAYS LATER FROM EUROPE

ARRIVAL OF THE UNION.

RUMORED RUSSIAN DEFEAT

The U. S. Mail Steamer Union, from Havre and Southampton on the 27th inst., arrived here at 11; o'clock this morning.

The Union left Havre at noon and Southampton at

6 P. M. on the 27th.

The U. S. Mail Steamer Washington touched of

Southampton, on her way to Bremen, on the 23d.

The Europa reached Liverpool the same day.

The U. S. steam frigate San Jacinto, Capt. Spibling, sailed from Southampton for the Baltic on the 27th alt. The Mayor of Southampton paid an official visit to this fine vessel the previous day.

The British steamship Indians was loading at Ha-

vre for New-York and was to leave that place on the id and Southampton on the 4th. She was to be succeeded by the magnificent new steamship Crossus of

ceeded by the magnificent new steamship Crossus of 3,500 tuns and 900 horse-power, in November.

The English and French journals received by the Union contain further important details respecting the expedition against the Crimes. The affied forces landed, it appears, to the south of Eupatoria, and 20 miles nearer to Sevastopol than was at first reported.

The landing place was at Old Fort in lat. 45°, only 60 miles distant from the Russian strenghold. Before

the night of the 14th the Commander-in-Chief had succeeded in landing all their infantry and part of their artillery. On the 12th the swell on shore considerably impeded operations, but some progress was made, supported by a division of the fleet under Sir E. Lyons. On the 16th the disembarkation of horses and baggage was proceeded with with the utmost rapidify. The siege train and heavy baggage would not probably be landed at Old Fort, but was to be carried by the fleet to some place nearer to Sevasto-pel, where they could be landed under the protection of the army. Thus save, the fatigue and difficulty is conveyance by land. The army was to remain in position at Old Fort till the 18th, when the troops were to march along the coast road on Sevastopol, it the vicinity of which it was expected they would arrive about the 20th. The health of the troops was

Omer Pacha received at Bucharest, on the 22d September, the following dispatch, dated Old Fort, Sept. 17, and signed by Marshal St. Arnaud and Lord

"We be beg leave to inform your Highness that we disembarked successfully to the north of Sevastopol. The enemy offered no opposition as we occupied our positions. The circumstance has produced the most profound impression on the Tartar population, who do not conceal their sympathy for our cause. All our guns and material have been landed, and we march upon Savastopol with every confidence in the success of our grand enterprise."

A variety of rumors were current at the sailing of the steamer, one of which that the Russians had We be beg leave to inform your Highness that we

the steamer, one of which, that the Russians had been completely routed, with a loss of 18,000 men.

was not credited.

A telegraphic dispatch from Vienna of the 26th announces that Prince Menchikoff had advanced with his troops to Baltzik on the River Alma, and had taken up a position there waiting the attack of the allies and expecting reinforcements. Prince Men-chikoff had also telegraphed to St. Petersburg that the Russian fleet had sai ed from Sevastopol to intercept the reserve from Varna. This was supposed to be too good news to be true.

The Paris Sercie says that Prince Menchikoff will

await the attack of the allied troops in the intrenched camp which protects Sevastopol. Should the camp be taken the town will be defenseless and the old Prince will himself set fire to it in fulfillment of the resolution announced in his proclamation. Having done this he will assume the command of the fleet and risk a naval battle, not with the hope of success, but in the expectation of a glorious disaster.

Accounts from the Baltic state that it is nearly certain orders had been received from England for the bembardment of Reval before the return of the fleet.

The German papers mention a rumor from Bucharest of great importance, if true, viz: that the Russian had not only not evacuated Galatz, but that the corps of Gen. Luders, 50,000 strong, had recrossed the Danube and entered the Debrodja. Letters from Malchin also state that place had been occupied again by the Russians, who were determined to try a coup de main against Varna. The Baltic reached Liverpool at 2 A.M. on the 27th

Lord Denman died on the 26th. The Viceroy of Egypt has given orders to dispatch 10,000 additional troops, with a corresponding force of artillery, to take part in the war in the East.

The Paris Moniteur announces that the Austrian General Hess made his entry into Bucharest on the 23d September. The Emperor of Austria had dispatched telegraphic orders to Gen. Hess to offer no opposition to the movement of the Turkish army upon Galatch or Ibraila, in the event of such a movemen forming part of the combinations of Omer Pasha. No impediment is to be thrown in the way by the Austrian troops to offensive operations by the allies against Russia in the Principalities.

COMMERCIAL INTELLIGENCE.

The CORN market at Mark-Lane on the 25th inst. was steady, but with no improvement in price. Fine qualities were sought after for the Continent for seeding purposes. Foreign Wakat firm. American FLOUR, being scarce, was relatively higher than other sorts. OATS, 6d 31 | P quarter dearer.

At the Liverpool Cons market on the 26th, there was a fair attendance of buyers, with a good demand for FLOUR, WHEAT and INDIAN CORN at a further advance upon prices of the 22d, making the improve-ment of the week /4 to /6 P bushel for WHEAT, 1/6 P bbl. on FLOUR, and 3/ P quarter on INDIAN

The accounts from the manufacturing districts show a tendency to quictness in business, although prices are pretty well maintained. At Manchester the export business was inactive and the market dull. At Birmingham the demand for Iron was satisfactory. The depressed condition of commercial affairs in the United States was felt both in Birmingham and Not-tingham. The Irish Linen markets were heavy.

Money in London was a little tighter. Cossols for money 95 to 95]. Business inactive. Turkish Scrip declined to 21 prem.

In the Liverpool Corros market, on the 25th, a

air amount of business was done. Sales 8,000 bales, with no change in price of American. On the 26th the market closed tamely, but steadily. Sales 6,000

LATEST INTELLIGENCE.

[By Submarine and European Telegraph]
PARIS, Tuesday.

A telegraphic dispatch from Vienna of the 26th an-nounces that Prince Menchikoff had advanced with his troops to Burliuk, on the river Alma, and taken up a position there, awaiting the attack of the allies, and expecting reinforcements.

Another dispatch from Marseilles of this morning

appounces the march of 25,000 Turks on Brailow, and the junction of Shamyl's forces with those of his Lieutenat Daniel, with a view of attacking Tifis. The Turkish army in Asia now occupies the camp

The Thabor steamer left Constantinople on the 20th with the details of the landing in the Crimes, and is expected to arrive at Marseilles to-morrow or the day

M. Maurer, formerly Minister of Justice, has been ment to Athens on a mission by the King of Bavaria.

The Three per Cents. closed to-day at 74f. 95c.
for the end of the month, and the Four-and-a-Half at

BERLIN, Tuesday Evening. Intelligence from the Crimes, via St. Petersb and which may be believed or not, according to the fancy of the reader, states that Prince Meachikoff was concentrating his forces, and would meet the allies on the Alma River.

allies on the Alma River.

We are also informed that Prince Menchikoff has telegraphed to St. Petersburg that the Russian fleet bad sailed from Sevastopol to intercept the passage of the reserve from Varna; but we are afraid that this last piece of intelligence is too good to be true. Twenty Russan barges laden with corn and rage, had been partly wrecked in a gale, and partly cap-

tured by the Amphion and Archer. ARRIVAL OF THE EUROPA AT HALIFAX.

The Europa arrived at Halifax at an early hour this morning. Should we receive her news in season, it will appear in our next Edition.

ACAPULCO. From Our Own Correspondent. ACAPULCO, (Mex.,) Friday, Sept. 22, 1854.

Capt. H. Stocker, an American citizen, and bearer of dispatches from the United States Legation in Mexico to Charles L. Denman, Esq., U. S. Consul at this port, with his entire party, among whom are some American ladies, were arrested by some Gov-ernment troops at Ayutla, and, after an imprisonment of five or six days, removed to Ometepoe, being still

The Mexican bark Sapta Anna and schr. (Juerrero

sumed the attitude of a blockade. Gen. Alvarez, after taking "Ayatis" and destroy ing the fortifications, fell back on "Providencia, owing to the appearance of the cholers.

A Government courier was caught on the 19th inst. by Alvarez's advance "picket," with dispatches for Gen. Palacios at Chilpancingo, ordering the immediate withdrawal of all his forces, as they were required in the Capitol. His intention being not to make a

record attack on Acapulco.

The State of "Teamualipa" has pronounced in favor of Alvarez.

THE CALIFORNIA MAILS.

ARRIVAL OF THE NORTH STAR. The steamer North Star, with the mails, specie, and passengers from the steamer Panama, arrived off Quarantine at 10 o'clock this morning, in 7 days and 124 hours from Aspinwail, having left that port on the evening of Oct. 3. On her outward passage, she sailed Sept. 20, and arrived at Aspinwall Sopt. 28, making eight days from New-York. The North Star has experienced strong head winds with beavy sea during the entire passage.

The steamer Golden Age saided from Panama Oct.

1 for San Francisco with the mails and passongers from steamers North Star and Falcon.

The steamer Panama, from San Francisco Sept. 18, arrived at Panama Oct. 2, 1 o'clock P.M.; her passengers, mails and treasure arrived at Aspinwall Oct. 3, 6 o'clock P.M. Time occupied in transit across 10

Steamer Falcon from Havana, with the mails and passengers from New-Orleans, arrived at Aspinwall 6 o'clock A. M. Sept. 30, and sailed again for Havana Oct. 3, 7 o'elock P. M.

Ocean State bound south. Sloop-of war Albany called off the port of Aspinwali Sept. 28, her commander came on shore and finding all quiet sailed next day for New-York.

PROGRESS OF THE REVOLUTION.

FROGRESS OF THE REVOLUTION.

From private letters received from Carthagena, we learn that the Constitutional cause prospers, and that Melo is now reduced to the plains of Bogota, where, however, he has a large army.

The Government troops, under Gon. Patria, gained a victory in Pamplona, and Gens. Mosquera and Herrera had advanced to Ocars, while Gons. Lopes and Paris held the southern provinces.

Gen. Posada had not yet succeeded in putting down the malcontents of the Clenaga of Santa Marts, who still continued to plunder on the river.

FROM UTAH .- We have received a file of The Deseret News to Aug. 31. It is quite barren of inter

BY TELEGRAPH TO THE NEW-YORK TRIBUNE

THE OHIO ELECTION-DR. OLDS DE-FEATED.

COLUMBUS, Wednesday, Oct. 11, 1854. Dr. Edson B. Olds is defeated in this District, and SAMUEL GALLOWAY the Republican candid ate, elected to Congress by above one flousant majority.

OHIO ELECTION-SAPP ELECTED. MOUNT VERMON, O., Wednesday, Oct. 11, 1854.

The entire Fusion Ticket is elected in this County
by an average majority of 500. W. R. Sapp is elected to Congress in the District beyond a doubt.

We learn that a dispatch has been rec from Fairfield Co. to the effect that in that County the Anti-Administration ticket has a thousand majority.

STATE OF THE MARKETS TO-DAY WEDNESDAY, Oct. 11-2 P. M.

Ashas-The market is quiet for Pots at 87 and Pearls at 66 184 0 06 25. COTTON-A quiet but steady market.

FLOUR AND MEAL—Prices of Western and State Flour have again advanced 124 225c. P bbl., with a brisk demand for the East and home trade. Canadian

brisk demand for the Bast and needs.

Flour is quiet at \$7.50 in bond.

The sales of Western Canal are 7,000 bbls. at \$7.50 is 182 for common to good State, and \$8.25 at \$5.0 for mixed to good brands Michigan, Upper to good Ohio. Southern Flour is Lake, and common to good Ohio. Southern Flour is 12 cents higher, with only a limited demand; the arcanal at Georgetown; sales of 1,500 bbls. at \$8 120 \$8 50 for mixed to good brands Baltimore, Alexan.

Rye Flour is scarce and wanted at \$5 75 0 86 25.

Rye Flour is scarce and wanted at \$5.75.556 25.

Corn Meal is firmer; sales of 300 bbls. at \$4.16 for
State, and \$4.25.54 31 for Jersey.

GRAIN—The market is better and there is a fair demand; sales of 6,500 bbls. white Southern at \$1.75,
and 700 bush. good white Canadian (duty paid) at

Rye is lower and unsettled; sales of 3,000 bush, at \$1 121 0 \$1 15. Barley is lower and more plenty; sales 2,100 bush. fair four-rowed at \$1 121. Oats are not plenty, and good Western are in demand at 50 m 54c.; State 46 m 49c. Corn is unsettled, but more active; at the close was weak; the sales are 60,0

other kinds are scarce and nominal. WHISEY—The market is unsettled and less active; sales 200 bbls. at 36 \$37c. for Ohio, and 37 \$38c. for

Prison.
Provisions—The market for Pork is firm, with a fair demand for the local trade; sales of \$12 25@\$12 37, and Prime at \$11 12 9\$11 25.

Beef is without further change; sales of reg Chicago at \$15 0 \$15 25; extra do., \$15 500 \$15 75. Country Mess, \$12 0812 50 for new. Lard is quiet but steady; sales at 101 2 10 jc. Butter and Choose re

DEITZ.—On Tuesday, 16th inst. John Diets, and 64 years.
The relatives and friends of the family are invited so others
the funeral at the residence of his son, wa. H. Dietz, No. 28
East Zist-st., at 11 o'clock A. M., Thornbay, 12th last, without
further invitation. The remains will be interred in Greenway.

Cametery.

Oct. 8, lat. 27° 30', lon. 74° 38', passed Br. ship

Oct. 10, 7 o clock A. M., Mathew Haley, coal pas was instantly killed by an ash bucket falling apor

ead from the upper deck. We are indebted to E. W. Hull, purser of the North